

COUNTRY	East Germany	REPORT	
TOPIC	Koethen Airfield		25X1
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		REPAIRED	5 February 1953 25X1
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS	This is UNEVALUATED Information		
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1. The following observations were made at Koethen airfield between 26 November and 6 December 1952:

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26 November to 6 December. No air activity was observed at the field at day and night. On the morning of 26 November, 4 MiG-15s of the alert flight, 3 trailers and 1 tank truck were observed south of the eastern end of the runway.

27 November. the alert planes

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for the first time, their cabins were covered with brown canvas and their tails and rudder assemblies with black canvas.

28 and 29 November. During the morning, four alert planes were parked at the dispersal area.

30 November. At 11 p.m., one alert plane was observed on a dispersal area in the eastern section of the field. The moon was full, and the ground was covered with snow.

1 December. At noon, the planes of the alert flight were parked south of the east end of the runway. Ten MiG-15s were observed in front of a hangar in the north-eastern section of the field. At 11:30 p.m., no alert planes were observed in the eastern section.

2 December. At the beginning of dusk at 4 p.m., no MiG-15s were parked at the dispersal area, but the previously observed vehicles were there. For the first time, two rubber-tired, one-axle carts, each about 80 cm high, 1.5 meters long and 1.5 meters wide were observed at the field. The carts had smooth walls without any bulges. They were coupled together and towed by a jeep toward the hangars.

3 December. At 3:45 p.m., the alert planes and several vehicles were being moved.

4 December. two MiG-15s moved under their own power toward the hangars. The other MiG-15s were towed toward the hangars by jeeps after vain efforts to start their engines. It was 3 degrees below zero Centigrade. the above described carts on the vacant dispersal area. This time, the carts had bulges in their sidewalls.<sup>1</sup>

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2. On 29 November, the runway was covered with snow about 5 cm deep. It had snowed during the night. The runway was still covered with snow on 2 December. Eight to 10 men who slowly moved on the runway toward the west apparently examined its

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status. No removal of snow was observed on the runway prior to 5 December.

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3. Between 11:30 a.m. and 1:30 p.m. on 7 December, there was no air activity at the field in slightly foggy weather. No aircraft were parked in front of the two hangars in the northeastern section of the field. The dispersal areas in the northwestern section could not be observed. Four MiG-15s [ ] were parked on the dispersal area just south of the east end of the runway. Their rudder and elevator assemblies, ailerons, landing flaps and the entire rear sections of the fuselages were tightly covered with dark tarpaulins. Motor vehicles parked at the field included a house trailer with glass windows, a trailer with a box-like superstructure without windows, probably a repair shop truck, a heavy jeep for towing aircraft, and a van-like truck without windows but with two ladders as those used for climbing on aircraft.<sup>1</sup>

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4. The runway and taxiway were covered with snow about 10 cm deep. No removal of snow was in progress, and no snow plows were observed.
5. Two gondola cars were observed near the fuel dump I along the Koethen-Bernburg railroad line. Recently, a large heap of earth was observed at the site where tanks were previously located. The tanks were probably installed underground. Two railroad tank cars and a flatcar were observed on the track along Koethen-Baasdorf road near fuel dump II. The flatcar was loaded with two fuel containers and two other containers were propped up in fuel dump II. Since no changes were observed on the underground containers in the dump, [ ] the dump was to be enlarged.<sup>2</sup>
6. Brown coal briquettes were being unloaded from two gondola cars near the new heating plant. Recently, two shrapnelproof revetments for motor vehicles were observed nearby. The AA gun emplacements were unchanged. Some masts, apparently for radio purposes, were observed west of the AA gun emplacement on the southern edge of the field near the previously reported sentry box. No changes were observed on the PKV-45 DF station along the Koethen-Halle railroad line and the low temporary buildings on the southern edge of the eastern flying lane. Sedan [ ] and truck [ ] were observed entering and leaving the field.

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7. Every day between 6 and 17 December, 4 swept-back jet fighters were parked on the eastern end of the runway and 8 additional planes of the same type in front of the hangars in the northeastern section of the field. [ ] observe that the runway was either swept or strawed with sand. On 17 December, the runway was no longer covered with snow; it rained. Motor vehicles observed at the field included trucks [ ] and ambulance [ ]

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1. Comment. Koethen airfield is occupied by a fighter regiment of the Southern Ftr Corps and another unit also equipped with MiG-15s. During the period of observation, there was no air activity. Previously, the alert planes were not covered with tarpaulins. Their most sensitive parts were now protected against frost. The aircraft [ ] are reported for the first time in East Germany; [ ] was previously observed in Merseburg. It was repeatedly observed that it was difficult to start the aircraft engines at a temperature below zero Centigrade.

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[ ] In such cases, the use of small starter carriages is also usually in vain.

2. Comment. For establishment of a new fuel dump north of the barracks area [ ]

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